

rappor



Formal House, Oldmixon Crescent

Hat Roofing Ltd

Car Park Management Plan

October 2023





Document Control

Job No.	23-0710	
Project Name	Formal House, Oldmixon Crescent	
Document Title	Car Park Management Plan	
Status	Issue 01	
Client	Hat Roofing Ltd	
	Name	Date
Prepared By	Jonathan Senkbeil	October 2023
Checked By	Jonathan Senkbeil	October 2023
Approved By	Jamie Mattock	October 2023

Record of Issue

Issue	Date	Details	Made By
01	31/10/23	Planning Issue – Discharge Condition 06	JS

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1 Introduction

1.1 Rappor has been appointed by Hat Roofing Ltd to prepare a Car Park Management Plan (CPMP) to discharge Condition 06 of the Approved Decision Notice (LPA Ref: 23/P/0043/FUL) for the proposed extension of existing commercial premises with alterations to the existing layout, to form 8no. industrial units (Use Class E(g)(i), B2 and B8) to the south-west elevation of Formal House, Oldmixon Crescent, BS24 9AY.

1.2 Condition 06 of the Decision Notice states:

The extended building hereby approved shall not be brought into use until a Car Park Management Plan, which shall include details of the sites responsibilities to manage the site gates opening / shutting, larger vehicle manoeuvres (such as reversing) required for the safety of the staff / visitors' movements in the carpark that are not segregated has been provided in accordance with plans and specifications that have first been submitted to and approved, in writing by the Local Planning Authority. The Car Park shall thereafter be operated in accordance with the approved details.

Reason: In the interest of road safety and in accordance with policies CS10 and CS11 of the North Somerset Core Strategy, polices DM24 and DM28 of the North Somerset Sites and Polices Plan (part 1) and the North Somerset Parking Standards SPD.

1.3 A copy of the Decision Notice, issued by North Somerset Council (NSC), is provided at **Appendix A**.

1.4 This CPMP has been prepared to discharge Condition 06 and sets out the proposed parking provision for the Site and the supporting management and control measures. The key aims of this management plan are as follows:

- a) Provide a description of access for vehicles, pedestrians, and cyclists;
- b) Provide a description of the parking provision and operational hours;
- c) Identify the management systems for the use of the car park on a day-to-day basis;
- d) Detail the monitoring and enforcement processes to ensure parking provision is not being used by unauthorised parking; and
- e) To provide a safe and secure environment for all users.



2 Parking Provision and Operational Hours

Parking Provision

- 2.1 The proposed development consists of an extension of existing commercial premises with alterations to the existing layout, to form 8no. industrial units (Use Class E(g)(i), B2 and B8) to the south-west elevation of Formal House.
- 2.2 The development will provide a total of 26 on-site car parking spaces inclusive of two accessible spaces. Out of the 26 spaces, six spaces will have active electric vehicle charging (EVC) provision with the installation of 7kW 32amp wall mounted charging points. Secure and sheltered cycle parking will also be provided to accommodate 6 cycles.
- 2.3 A breakdown of parking provision is as follows:
 - a) 18 standard parking spaces;
 - b) 2 accessible spaces;
 - c) 6 EVC spaces; and
 - d) 3 Sheffield Stands.
- 2.4 All parking spaces will be clearly marked, with the relevant markings and signage provided. Standard parking spaces will have dimensions of 2.5m x 4.8m with EVC spaces measuring 2.8m x 5.0m and the accessible bays have an access zone of 1.2m provided between the centre of the adjoining spaces.
- 2.5 Vehicular access to the car park will be via Oldmixon Crescent thru a gated formalised 'In' and 'Out' arrangement. The access points will also be utilised by pedestrians and cyclists.
- 2.6 A site plan is provided at **Appendix B** that identifies both the access arrangements and parking provision across the site.

Operational Hours

- 2.7 Detail on any unit specific shift patterns / special requirements will be confirmed once end users are confirmed.



3 Management Systems

Day-to-Day Management and Monitoring

- 3.1 Upon employment at the industrial units, staff will be asked whether they require use of the car park; should they answer yes, their details will be entered into an internal database, including registration number, car make and model, and whether they would be willing to car share. It will be the responsibility of staff to update their details where necessary, and the responsibility of the car park management team to regularly promote car sharing opportunities.
- 3.2 Priority parking will be reserved for car sharers, providing an incentive to travel more sustainably.
- 3.3 It shall be the responsibility of the car park management team to ensure that suitable management is in place. The appointed car parking management lead will maintain an active presence during opening hours to monitor parking behaviours and prevent any unauthorised activity. Closed Circuit Television (CCTV) will also be used to monitor the safety and security of the site at all times.
- 3.4 Whilst it is recognised that the proposed management systems provide a deterrent to unauthorised use of the car park, regular monitoring will be undertaken by the management team during operational hours to ensure that the car park is used appropriately and not by unauthorised vehicles that are not associated with the industrial units.
- 3.5 The car park will solely be reserved for the use of staff and visitors to the industrial units.
- 3.6 The car park will be managed by a gated access / egress system and will be open and available to staff during operational hours and will reflect staff shift patterns. The appointed car parking management team will be responsible for the opening and closing of the car park gates to manage the entry, exit and use of the car park.
- 3.7 Exact times in which the gated access / egress points will be accessible will ultimately fall to the responsibility of the car park management team, however these times will account for staff arriving early / departing late to ensure there are no delays to the surrounding highway network.
- 3.8 Any out of hours deliveries / collections will be appropriately managed by the car park management team to ensure that the gated access / egress points are open and closed accordingly to ensure there are no delays to the surrounding highway network.

Internal Management

- 3.9 Articulated vehicles will enter and exit the car park in a forward gear, utilising the available space internally to manoeuvre. A member of the car parking management team will be in place to assist in the guidance of vehicles internally as they manoeuvre within the car park to ensure the safety of staff / visitor movements.
- 3.10 Swept path analysis, produced by Graham Moir Associates Ltd as part of LPA Ref: 23/P/0043/FUL, is provided at **Appendix C** that identifies articulated vehicles accessing and manoeuvring internally.



- 3.11 The appointed member of the car parking management team will be aware of scheduled deliveries and will require drivers to call ahead of arrival.

Liaison with NSC

- 3.12 The CPMP is a '*Live Document*' and it will be periodically reviewed and updated to ensure that it is meeting the current needs of its users. Where requested, engagement with NSC can be held to provide updates as to the parking utilisation and pass on any issues or successes regarding parking.



4 Enforcement and Security

- 4.1 To ensure that the proposed parking is not being used by unauthorised parking and is being used appropriately, it is necessary to ensure that suitable monitoring processes are in place.
- 4.2 The responsibility of enforcement will ultimately fall to the management staff assigned to the car park to ensure the correct staff / visitors are utilising the car park.
- 4.3 The car park will be managed by a gated access / egress system to prevent unauthorised access outside of the operational hours of the development.
- 4.4 Security of the car park is important not only to all users of the car park in terms of personal security but also to deter the potential for anti-social behaviour and crime. CCTV is an effective deterrent of crime and is proposed to provide a high level of protection for both users and vehicles.
- 4.5 Cameras shall be installed within the car park to help identify unauthorised parking. The combined enforcement efforts of security cameras and car park management will ensure staff are parking correctly and without disruption.
- 4.6 If unauthorised parking does occur a polite notice will be placed on the offending vehicle by the car parking management team. Repeat offenders will be warned and internal action taken where necessary. If unauthorised parking becomes an issue, consideration will be given to the installation of Automatic Number Plate Recognition barrier systems to ensure that the car parking spaces are available for staff and visitors.



5 Summary

- 5.1 Rappor has been appointed by Hat Roofing Ltd to prepare a CPMP to discharge Condition 06 of the Approved Decision Notice (LPA Ref: 23/P/0043/FUL) for the proposed extension of existing commercial premises with alterations to the existing layout, to form 8no. industrial units (Use Class E(g)(i), B2 and B8) to the south-west elevation of Formal House, Oldmixon Crescent, BS24 9AY.
- 5.2 The CPMP will remain a live document and it is anticipated that the measures set out within it will evolve to best suit the needs of the users.
- 5.3 This CPMP has demonstrated the following:
- a) Suitable access to the parking spaces for vehicles and pedestrians will be provided;
 - b) Parking provision and operational hours have been defined;
 - c) Suitable management systems for the use of the car park spaces have been provided;
 - d) Suitable monitoring and enforcement processes are provided to ensure the parking spaces are used appropriately and not being used by unauthorised persons; and
 - e) The proposed security measures of the car park are suitable.
- 5.4 It is concluded that this CPMP provides suitable car park management details necessary to sufficiently discharge Condition 06 associated with LPA Ref: 23/P/0043/FUL.



Appendix A – NSC Decision Notice 23/P/0043/FUL

NOTICE OF DECISION

Town And Country Planning Act 1990



Mr Mike Tremlett
Graham Moir Associates Ltd
The Hive Business Centre
6 Beaufighter Road
Weston-super-Mare
BS24 8EE

Application Number: 23/P/0043/FUL

Category: Full application

Application No: 23/P/0043/FUL
Applicant: Hat Roofing Ltd
Site: Formal House, Oldmixon Crescent, Weston-super-Mare, BS24 9AY
Description: Proposed extension of existing commercial premises with alterations to the existing layout, to form 8no. industrial units (Use Class E(g)(i), B2 and B8) to the south west elevation of Formal House, Oldmixon Crescent

North Somerset District Council in pursuance of powers under the above mentioned Act hereby **GRANTS PERMISSION** for the above development in accordance with the plans and particulars received and subject to the following condition(s):-

- 1 The development hereby permitted shall be begun before the expiry of three years from the date of this permission.

Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

SITE LOCATION PLAN

- 01 EXISTING BLOCK PLAN - DWG1 A1
- 03 EXISTING FLOOR PLANS AND ELEVATIONS
- 04 PROPOSED GROUND FLOOR PLAN - DWG4 A1
- 05 UPPER LEVEL TO SHOW WINDOW POSITIONS
- 06 PROPOSED ELEVATIONS - DWG6 A1

FLOOD RISK ASSESSMENT OTHER STATEMENTS
SEQUENTIAL TEST SEARCH RESULTS

AMENDED PLAN

- 02 PROPOSED BLOCK PLAN
- 08 VEHICLE TRACKING PLAN

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 The materials to be used in the development hereby permitted shall be in complete accordance with the approved plans and specifications unless details of any alternative material have first been submitted to and approved, in writing, by the Local Planning Authority.

Reason: To ensure that the materials to be used are acceptable in order to maintain the character and appearance of the building and those of the surrounding area, and in accordance with policy CS12 of the North Somerset Core Strategy and policy DM32 of the North Somerset Sites and Policies Plan (Part 1).

- 4 The development hereby permitted shall not take place except in complete accordance with the approved Flood Risk Assessment.

Reason: To reduce the risk of flooding, and in accordance with paragraph 163 of the National Planning Policy Framework, policy CS3 of the North Somerset Core Strategy policy and policy DM1 of the North Somerset Sites and Policies Plan (Part 1- Development Management Policies).

- 5 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) and the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any Orders revoking and re-enacting those Orders, with or without modification), the premises shall be used for its intended use and other uses falling within Class E(g)(i), B2 and B8 of the schedule to the above mentioned Use Classes Order, and for no other purpose.

Reason: The Local Planning Authority wishes to retain control over the use of the premises in order to secure compliance with the locational strategy for employment development in the District as set out in policy CS20 of the North Somerset Core Strategy, and in order to safeguard business employment development in accordance with policy SA4 of the North Somerset Sites and Policies Plan (Part 2 - Site Allocations Plan).

- 6 The extended building hereby approved shall not be brought into use until a Car Park Management Plan which shall include details of the sites responsibilities to manage the site gates opening/shutting, larger vehicle manoeuvres (such as reversing) required for the safety of the staff/visitors' movements in the carpark that are not segregated has been provided in accordance with plans and specifications that have first been submitted to and approved, in writing, by the Local Planning Authority. The Car Park shall thereafter be operated in accordance with the approved details.

Reason: In the interests of road safety and in accordance with policies CS10 and CS11 of the North Somerset Core Strategy, policies DM24 and DM28 of the North

Somerset Sites and Policies Plan (Part 1) and the North Somerset Parking Standards SPD.

- 7 The development hereby permitted shall not take place except in accordance with the approved Construction Method Statement unless revised details have first been submitted to and approved, in writing, by the Local Planning Authority.

Reason: In order to preserve highway safety and the living conditions of nearby residents and in accordance with policy CS3 of the North Somerset Core Strategy and policy DM24 of the North Somerset Sites and Policies Plan (Part 1).

- 8 The extended building hereby approved shall not be brought into use until the access and egress to be formalised as an 'In' and 'Out' arrangement as noted on submitted plans with signs and lines. The parking area shall thereafter be maintained and be permanently retained in accordance with the approved details.

Reason: To ensure that the development is served by a satisfactory means of vehicular access in the interests of road safety, and in accordance with policy CS10 of the North Somerset Core Strategy and policy DM24 of the North Somerset Sites and Policies Plan (Part 1).

- 9 No structure, erection or planting exceeding 600mm in height above the adjoining carriageway level shall be placed within the vehicular access as shown on the approved plans.

Reason: To preserve sight lines in the interests of road safety and in accordance with policy CS10 of the North Somerset Core Strategy and policy DM24 of the North Somerset Sites and Policies Plan (Part 1)

- 10 The dwelling hereby permitted shall not be occupied until 6no. electric vehicle spaces have been provided with, as a minimum, passive provision (and preferably active provision) for the charging of 6no. Electric Vehicles. Once installed, the Electric Vehicle Charging provision shall be retained and maintained at all times and shall not be removed without the prior written permission of the Local Planning Authority.

Reason: In order to ensure that the development is equipped with facilities to enable the charging Electric Vehicles in the interests of reducing greenhouse gas emissions and tackling climate change - and in accordance with policies CS1, CS2, CS10 and CS11 of the North Somerset Core Strategy, policy DM28 of the North Somerset Sites and Policies Plan (Part 1) and the North Somerset Parking Standards SPD and Creating Sustainable Buildings and Places SPD.

- 11 The extended building hereby permitted shall not be brought into use until secure parking facilities for 8 bicycles have been provided on site in accordance with the approved plans and specifications. The approved facilities shall thereafter be permanently retained and kept available for the parking of bicycles at all times.

Reason: To ensure that secure cycle parking facilities are provided in order to encourage the use of more sustainable transport choices and in accordance with

policies CS1 and CS11 of the North Somerset Core Strategy, policy DM28 of the North Somerset Sites and Policies Plan (Part 1) and the North Somerset Parking Standards SPD.

Advice Notes:

- 1 Positive and proactive statement: In dealing with the application we have worked with the applicant in a positive and proactive manner and have implemented the requirement in section 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, by publishing local planning guidance on the council's website, offering pre-application written advice and publishing statutory consultee and neighbour comments on the council's website.
- 2 Works in the highway: Under section 184 of the Highways Act 1980, any new works within the highway boundary must be to the council's specification and prior to any works, the developer must arrange with the council's Streets & Open Spaces Highway Maintenance Team (01275 888802) for the approval of the works within the highway. Such approval is required regardless of any other permissions or consents (e.g. planning permission) that may be granted by the council.
- 3 The applicant must ensure that there is a robust gate management strategy in place to ensure that the gates are open during working hours to ensure there is no delays on the surrounding highway whilst vehicles access/egress the site. Any out of hours deliveries/collections are to be appropriately managed by an appointed person. The gates must open inwards into the site, and under no circumstances open outwards across a path or carriageway (Highways Act 1980 s53).
- 4 Any works carried out by or for a developer which affects the public highway in any way must be co-coordinated in accordance with the New Roads and Street Works Act 1991 and the Traffic Management Act 2004 to minimise disruption to users. Developers are required to inform undertakers of their proposed works, to jointly identify any affected apparatus, and to agree diversion or protection measures and corresponding payment. Developers are also required to liaise/seek authorisation from the NSC's Network Management Team (01934 888802 or streetworks@n-somerset.gov.uk) at least one month in advance of the works and this must be in line with the requirements of the NRSWA 1991 and TMA 2004.

The developer must endeavour to ensure that undertaker connections/supplies are coordinated to take place whenever possible at the same times using the same traffic management. For road closures or formal restrictions required to undertake the works, a minimum of three months' notice will be required.

- 5 Where a tower crane that oversails the highway is required during construction, the developer must apply for an oversailing licence and adhere to the licencing requirements of the Network Management Team (email: streetworks@n-somerset.gov.uk). The erection, dismantling, operation and use of the crane must comply with the Construction (Lifting Operations) Regulations and any other relevant statutory requirements pertaining at the time of use. All tower cranes that over sail the highway must adhere to the CG300 procedure and this requires consent from the NSC Structures Team (email: Structures@n-somerset.gov.uk) prior to the licence

being authorised.

Tower Cranes that are in a private development or on private land (not oversailing any public highway) need to go through the Building Control Structural Engineer's approval prior to their installation on site, in accordance with the relevant part of the Building Regulation document (Part A: Structure).

Date: 18 May 2023
Signed: Richard Kent
Head of Planning

For advice about how to comply with the conditions above visit www.n-somerset.gov.uk/planningconditions

Please use our [online contact form](#) on our website at www.n-somerset.gov.uk/contactplanning if you require further information on this decision.

IT IS IMPORTANT THAT YOU SHOULD READ THE NOTES ACCOMPANYING THIS NOTICE

NOTES RELATING TO A DECISION TO GRANT PLANNING PERMISSION

These notes are intended as helpful advice. PLEASE READ THEM CAREFULLY. Make sure everyone has a copy that needs it, including your builder or contractor.

Scope of this decision notice

This decision notice grants planning permission only. It should not be taken to imply that the scheme meets the requirements of any other agency that may be involved. Please make sure that you have obtained all the approvals you need before starting work. If you are in any doubt you should obtain professional advice.

Building Regulations

Our surveyors can help you find out if you will also need building regulations approval and advise you how to proceed. There is no charge for this service, which you can request online or by calling 01275 884550.

LABC Warranty

With policies underwritten by 'A' rated global insurers, you can secure finance more easily and get technical guidance throughout the build to limit the potential for any problems and ensure your reputation is protected. You will benefit from the support of a dedicated Account Manager and Customer Service contact. Visit <https://www.labcwarranty.co.uk/>

Builders and consultants

Many people worry about finding the right builder or consultant. Whilst we don't recommend any business, we do share on our website a list of local professionals that regularly use our building control service and who have won awards.

Conditions

This approval is subject to conditions. They are an integral part of the decision and are important because they describe how the council requires you to carry out the approved work or operate the premises. It is your responsibility to comply fully with them.

Please pay particular attention to those conditions that have to be met before work commences. There is a fee for requests for written confirmation that conditions have been complied with. Details of these fees can be found on our website at www.n-somerset.gov.uk/planningconditions. When sending us information please include the decision reference number and relevant condition number. Depending on the complexity of the issues involved it can take up to 12 weeks for conditions to be discharged. It is therefore important that you submit any required details to us early.

Applications to discharge planning conditions received from 1st January 2021 will be made available on our website for public inspection. This includes the name, address and contact details of the applicant and their agent. When applying to discharge a planning condition, you should consider very carefully what information about yourself and others you send us. If you do not want information or documents in your application to be shown on our website, please contact us directly when you make your submission so that we can consider your request. The default position is however to make the information public and an exception to this will not normally be agreed.

Appeals

If you are aggrieved by our decision to impose any of the conditions, then you can appeal to the Secretary of State for the Environment in accordance with the provisions of Town and Country Planning Act 1990. If you want to appeal against our decision then you must do so within 6 months [12 weeks if this is a decision to refuse planning permission for a shopfront proposal or a minor commercial application] of the date of this notice .

Appeals must be made using a form, which you can get from the Planning Inspectorate at Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN. Alternatively, your appeal can be submitted electronically using the Planning Portal at www.gov.uk/appeal-planning-inspectorate.

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances that excuse the delay in giving notice of appeal. The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions imposed, having regard to the statutory requirements, to the provisions of a Development Order or to directions given under it. In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

Protected species

The Wildlife and Countryside Act 1981 (as amended) makes it an offence to intentionally or recklessly disturb a protected species while it is occupying a place which it uses for shelter or protection. This includes, for example, bats or birds in roof spaces or cavities. Obtaining planning permission does not grant permission to disturb protected species. Licences can, however, be issued to allow construction works that would otherwise be prohibited. Applications for licences should be made to Natural England before any construction works commence on site.

Prepare for floods

If the scheme to which this approval relates is at risk of flooding you should prepare a flood plan to help keep people safe and protect your property. You can find out if your property is at risk of flooding and how to prepare a flood plan on the [Government's website](#). You should also sign up for [flood warnings](#).

Works which affect a Public Highway

Any works/events carried out by or for a developer which affects the public highway in any way must be co-ordinated in accordance with the New Roads and Street Works Act 1991 and the Traffic Management Act 2004 to minimize disruption to users. Developers are required to inform undertakers of their proposed works, to jointly identify any affected apparatus, and to agree diversion or protection measures and corresponding payment.

Developers are also required to liaise/seek permission of North Somerset Council's Street Works Section (01934 888802 or streetworks@n-somerset.gov.uk) at least one month in advance of the works and this must be in line with the requirements of the NRSWA 1991 and TMA 2004. The developer must endeavor to ensure that undertaker connections/supplies are coordinated to take place whenever possible at the same times using the same traffic management. It should be noted that where road closures or formal restrictions are required to undertake works, a minimum of three months' notice will be required.

Public Rights of Way

The grant of planning permission does not entitle developers to interfere or obstruct any public right of way (PROW). The obstruction of a PROW is an offence. If required an application can be made to North Somerset Council to divert the PROW and should be made well ahead of any development.

It is also an offence to drive a mechanically propelled vehicle without lawful authority on any PROW. The grant of planning permission should not be treated as a grant of lawful authority. Please contact the PROW Team for further advice on 01934 888802.

Changes to Plans

Should you wish to change your plans for any reason, including the need to meet the requirements of other legislation (for example Building Regulations) it is important that you notify us (i.e. 'the

planners') before carrying on with work. Amendments to your approved plans may require a fresh application and could even prove to be unacceptable. Details of how to seek formal approval of amendments to a planning approval can be found on our [website](#) or by visiting the planning portal.

Enforcement

The council has powers to enforce compliance with planning permission and there are penalties for failure to comply. In cases where terms and conditions of planning permission are not adhered to and the Council finds it necessary to take enforcement action, it almost invariably results in delay and additional expense to the applicant. In extreme cases, it can mean that newly erected buildings have to be demolished.

If the applicant was the Local Authority and the application was made under regulation 3 of the Town and Country Planning General Regulations 1992 (as amended) then this permission enures only for the benefit of the Local Authority and such other person as was specified in the application.

Street Naming

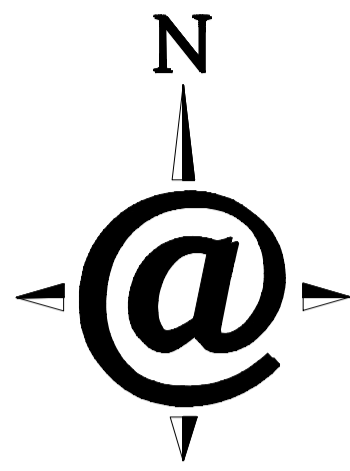
When you receive consent for the building of new a development(s)/property or creating additional flats/units within an existing dwelling, for reasons of public safety and for the allocation of an official postal address, please contact the Street Naming and Property Numbering Section, Town Hall, Weston-super-Mare, BS23 1UJ; Tel: 01275 888761; email: strnames@n-somerset.gov.uk. Learn more on our [website](#).

Access to further information

Further guidance on Planning and Building regulation information and services can be accessed on our website and on the Planning Portal at www.planningportal.co.uk.



Appendix B – Proposed Block Plan



EV Denotes 2.8m x 5.0 electric vehicle parking space with installation of 7KW 32amp Office for Zero Emission Vehicles (OZEV) wall mounted charge point

5.17 Denotes existing site level

This plan should be read in conjunction with the accompanying planning statement that accompanies the planning application

CP Denotes 2.5m x 4.8m car parking space

DS Denotes 2.5m x 4.8m car parking space with 1.2m to side as a disabled bay

The existing double gated access point is to be closed by half with a wall to match the height and materials of the current wall in this location. One gate will remain in place for the residual opening

FFL 5.42m AOD
Ridge Height 13.20m AOD
Parapet Height 13.40m AOD
for all extended units

On completion of the construction of the units, the remaining parking/external areas are to be re-tarmaced

All works to be completed in accordance with the submitted Construction Method Statement

The existing surface water for the site connects to the combined public sewer running around Oldmixon Crescent. The current frontage is impermeable so surface water drains to the sewer via gullies. The increase in buildings will not therefore reduce the impermeable area for the site and thus will not increase flood risk elsewhere

Provide 2.1m square, 2.1m height BDS MBSC1 cycle shelter with Sheffield Cycle stands to accommodate 6 cycles - see accompanying documentation

TP - Denotes line of tree protection for the mature tree on site. The tree is located in a raised area set between kerbs and the boundary wall but surrounded by a tarmac parking area. Throughout the duration of the works, Secure Heras fencing is to be provided and maintained to provide the necessary tree protection as annotated

Note - the current area denoted as 'access' into the site is sub-standard and in need of repair. This is to be completed utilising an approved contractor from the North Somerset Highways approved contractors list to ensure that suitable and adequate access and egress is provided for articulated lorries and lesser sized vehicles

Scale bar (metres)

The South Eastern hatched corner of this plan represents an area where the ground level is above the predicted 1 in 1000 year fluvial flood level. This area can be evacuated by occupiers of the units in the event of an extreme flood as part of the more detailed flood warning and evacuation plan

ESS

Oldmixon Crescent

OLDMIXON CRESCENT

Posts

Graham Moir Associates Ltd
Architectural Design Consultants
The Hive Business Centre, 6 Beechlight Road,
Weston-super-Mare, BS24 6ES
Telephone 01254 944418 & 07955 853264
E-mail grahamgma@aol.com

Project: Proposed extensions at:
Formal House
Oldmixon Crescent
Weston-super-Mare

Client:
Hat Roofing Ltd

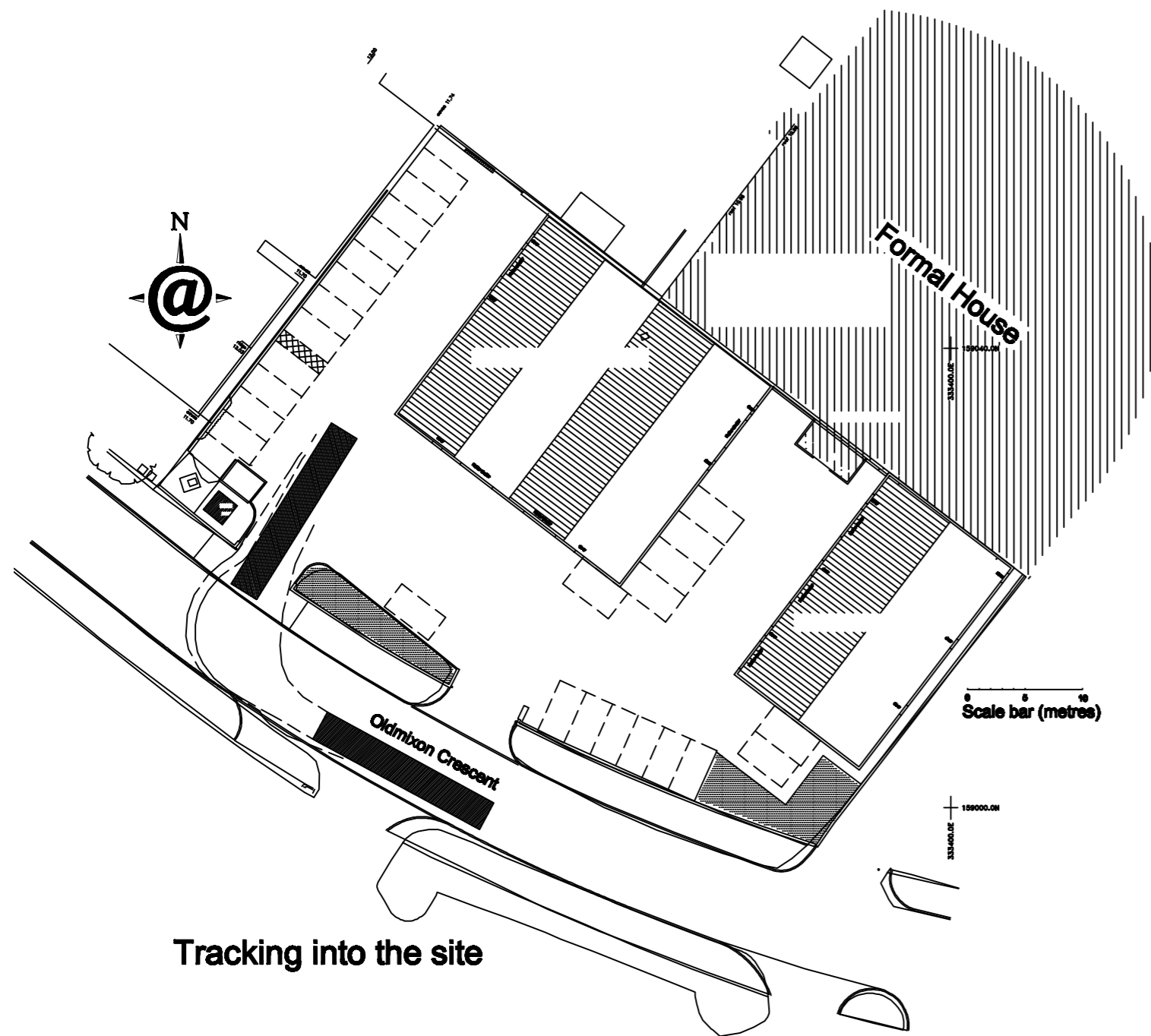
Drawing:
Proposed block plan

DATE: NOV2022 DRAWN BY: GMM
SCALE: 1:200@A1 REVISION: -
JOB No: 2626 DRAWING No: 02

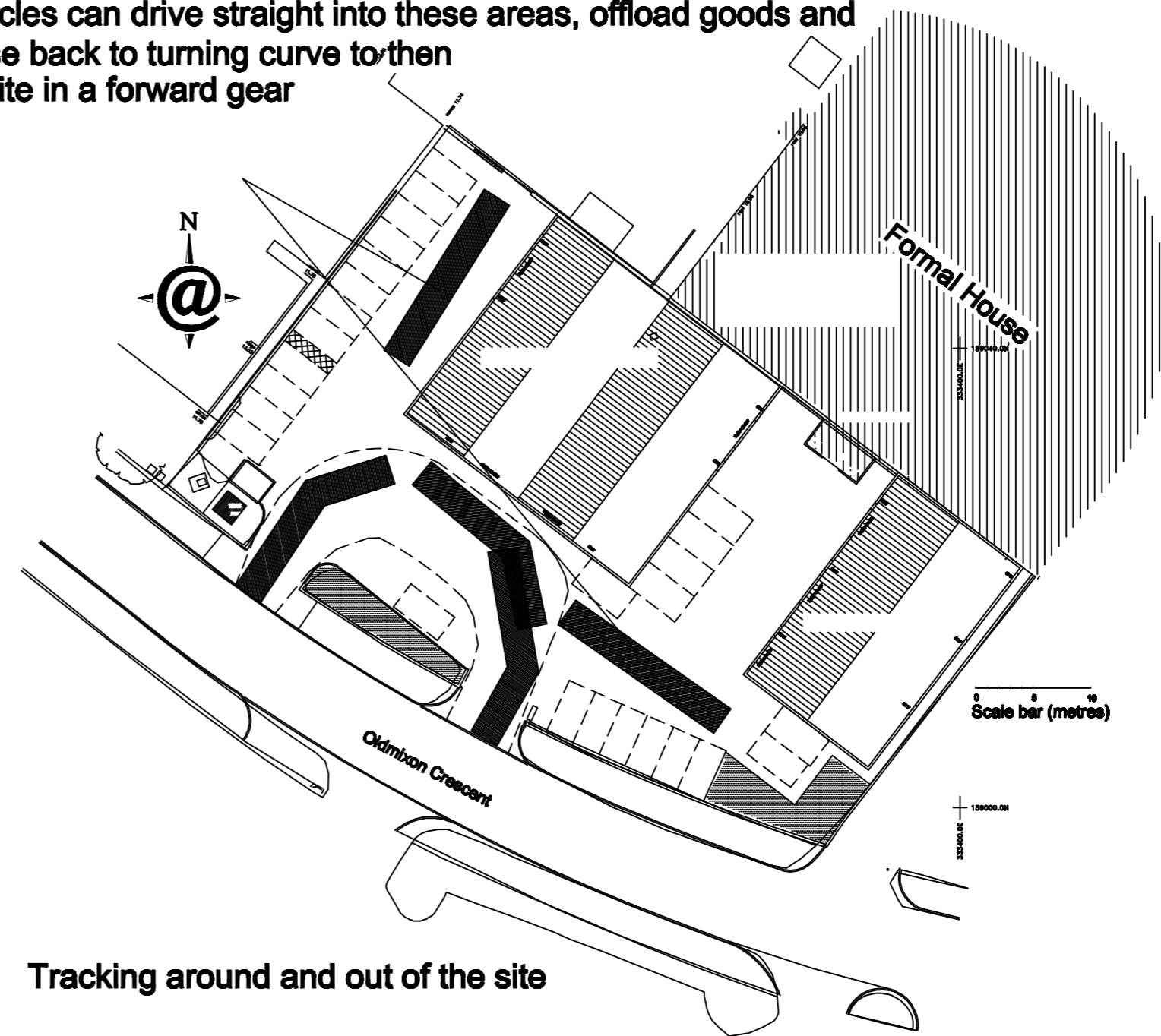
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Appendix C – Vehicle Tracking Plans



These vehicles can drive straight into these areas, offload goods and then reverse back to turning curve to then leave the site in a forward gear



Graham Moir Associates Ltd
 Architectural Design Consultants
 The Hive Business Centre, 6 Beaufighter Road,
 Weston-super-Mare, BS24 8EE
 Telephone 01934 844418 & 07955 853284
 E-mail grahamgma@aol.com

Project: **Proposed extensions at
 Formal House
 Oldmixon Crescent
 Weston-super-Mare**

Client:
Hat Roofing Ltd

Drawing:
Vehicle tracking plans

DATE: MAR2023	DRAWN BY: GMM
SCALE: 1:500@A2	REVISION: -
JOB No: 2628	DRAWING No: 08

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